REMARKS

Claims 17 - 23 are pending the application; all claims stand rejected. No claims have been amended and no new claims have been added.

Claim 17 stands rejected under 35 USC §112, second paragraph; Applicant respectfully traverses. There is already an antecedent for "each service partner associated computer"; in line 5 of Claim 17, the term "service partner" is introduced. Also introduced is the relationship between the service partner and its site ("plurality of service partners each having sites") and the relationship between the service partner site and the service partner site's own computer ("each site operatively associated with a computer"). Thus, "each service partner associated computer" is the computer associated with the site that is the service partner's site. This is neither vague nor indefinite, and Applicant requests the 112 rejection be withdrawn, because Applicant believes a proper antecedent is already established, and Applicant respectfully requests reconsideration and early favorable action for Claim 17.

Claims 17-23 stand rejected under 35 USC §103(a) as being unpatentable over Quackenbush in view of Lannigan, and Barni. Applicant respectfully traverses these rejections. A claim element in every claim that is conspicuously not taught by any of the cited art is "each service partner computer associated with a site also running one luggage transport client application". Every claim clearly requires both a luggage transport *server* application and a luggage transport *client* application. As can be seen in Figure 1 of Applicant's application, each service partner working in partnership with the the MySkyCap site 70, also runs a MySkyCap client application 54. This client application clearly runs separate from the MySkyCap server application 72. Applicant has carefully searched the cited art column and line numbers indicated by Examiner as probative of her assertions, as well as all the figures and text of all cited art, and nowhere is there even suggested a luggage transport client application running on a service

partner's computer for interaction with the luggage transport server application. The system of Quackenbush, cited by Examiner as described in Column 4, lines 46-55, actually teaches away from a client/server system.

In Quackenbush, a self contained baggage delivery system is taught to be run from a single site to which an airline (308 in Figure 3) refers the traveler. The baggage delivery web site (Element 310 in Figure 3) does not interact with any other baggage delivery service providers. They are the sole baggage delivery service provider, running from a single server application (Element 312 in Figure 3). Therefore, there is no need for a client application running on a service provider's computer; In Quackenbush, such a client application would be superfluous, burdensome and expensive.

Barni, whose bidding system does interact with multiple service providers, also explicitly teaches away from such an element. Barni teaches, "As noted above, the inventive mechanism is preferably implemented within at least one server. Thus, the invention does not require any modifications to conventional client machine hardware or software" [Barni, Column 8, lines 4-7]. Barni also thus teaches away from using a client application on a service provider computer.

The Examiner admits (page 4, lines 2-4) that, "Quackenbush et al. does not explicitly disclose a plurality of service partners each having sites, each partner associated computer also running at least one luggage transport client application." But the Examiner asserts (page 4, lines 4-7) that "a service partner" is contained in Quackenbush. First of all, even if that were true of Quackenbush, the phrase "a service partner" would not meet any of the limitations of the claims. Secondly, the Examiner's asserted teaching , "a service partner...server application" (allegedly in Quackenbush), cannot teach both the Applicant's server application limitation,

line 4 of Claim 17 and Claim 20 (Applicant's element 70 in Figure 1), and Applicant's client application limitation, line 8 of Claims 17 and 20 (Applicant's element 50 in Figure 1). Close reading of Quackenbush reveals that element 310 in Figure 3 of Quackenbush, which is labeled BaggageDirect Web Site, and which is associated with Server 312 and Database 314, is a single entity standing alone in providing luggage transport, and thus involves no client application, and therefore neither teaches nor suggests a client application.

Thus, a claim element in every claim, that "each service partner computer associated with a site [is] also running one luggage transport client application" is not taught by any of the cited art and Applicant respectfully requests reconsideration and early favorable action on all of Claims 17-23.

In addition, the Examiner further admits (page 4, lines 8-10) that "Quackenbush et al. does not further disclose "[to] programmatically match a luggage travel segment to a selected service partner; output selected luggage travel segment data to the selected service partner." But Examiner then asserts (page 4, lines10-12) that such elements are taught by Lanigan. Applicant has also carefully searched Lanigan and has found no teaching whatever of a step "[to] programmatically match a luggage travel segment to a selected service partner". Applicant submits that a business process where a central office merely identifies a third party luggage carrier, such as "United Parcel, Federal Express or another organization..." [Lanigan 0023] does not at all teach that it is an automated (computerized) process, much less one carried out in a server/client environment. The only mention in the entirety of Lanigan's application of a computer is in Figure 5 and paragraph [0035] where a computer is only used to sort bags according to the reading of a radio frequency tag. Thus Lanigan also teaches away from Applicant's disclosed system.

Similarly, Barni teaches away from the step "[to] programmatically match a luggage travel segment to a selected service partner". In all cases, Barni's system requires customers to select seller bids and requires carriers to select customer bids by navigating to the web site and selecting them by hand [Barni, column 6, Lines 19-25]. Thus Barni teaches away from Applicant's disclosed system.

The Examiner has also failed to present a prima facie case for combination of the cited 103 references. The Examiner asserts, without apparent basis, that one of ordinary skill in the art would have found it obvious to combine Quackenbush with the luggage transport system of Lanigan. But there is no suggestion in the cited references to motivate this combination. Lanigan contains no references to web site interaction, no reference to a traveler inputting the travel segment information, no reference to a server/client computer interface between the service partners and a central luggage transport site, and there is at least an implicit teaching away from further improvement, as Lanigan's system is presented as functionally quite complete in this regard, "Thus, a new system for airline passenger transportation is provided." [Lanigan, Paragraph 0038]

Similarly, Barni has no server/client computer interface between the service partners, no system for programmatically matching a luggage travel segment to a selected service partner and does not disclose any motivation to combine his "improved online business method of obtaining cargo rates" with elements of Quackenbush or Lanigan for luggage transport. The Examiner asserts that Barni "provides the motivation" (page 4, line 20) by citing Barni, Column 1, lines 52-65. But the cited paragraph actually teaches away from further improvement of his invention or combination of his invention by claiming, "It would be highly desirable to provide an improved online business method wherein customers can obtain cargo rates anonymously from one of more freight forwarders and/or carriers, and negotiate shipping routes and pricing

with freight forwarders and carriers. The present invention solves these problems [emphasis added]." Thus, Barni's system is also presented as functionally quite complete with no suggestion for further improvement.

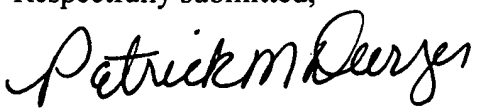
The Examiner has admitted (page 4, paragraph 1) that there are numerous elements that are not taught by Quackenbush. These elements include a plurality of multiple service providers, each service provider computer running at least one luggage transport client application, the luggage transport server application operatively configured to programmatically match a luggage travel segment to a selected service partner and output selected luggage travel segment data to the selected service partner and bidding between service partners and users (Claims 17 and 20). But the Examiner does not provide even a suggestion as to a motivation provided by Quackenbush for filling in any of these missing elements. Quackenbush's system is also presented as functionally quite complete, lacking nothing. There is no suggestion of the desirability of further improvements.

Applicant has diligently searched Quackenbush, Lanigan and Barni and cannot find any suggestion or motivation for combination. Thus, Examiner has failed to present a prima facie case for combination of the cited 103 references. The claims are all thus distinguished over the cited art and are believed to be allowable; early favorable action on all claims is therefore respectfully requested.

Applicant believes that it has responded fully to all of the concerns expressed by the Examiner in the Office Action, and respectfully requests reexamination of all rejected claims and early favorable action on them. If the Examiner has any further concerns, Applicant requests a

call to Applicant's new counsel Patrick Dwyer at (206) 550-4049.

Respectfully submitted,



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